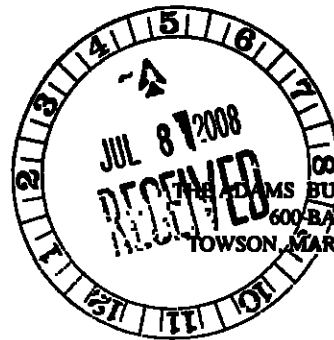


LAW OFFICES OF  
LOUIS E. GITOMER

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

July 8, 2008



Honorable Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Washington, D. C. 20423

RE: Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company -  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

222787

222792

Dear Acting Secretary Quinlan:

Enclosed are the original and 10 copies of a Verified Notice of Exemption for abandonment and discontinuance of service in the above-entitled proceedings, a Payment Form from the Union Pacific Railroad Company and a check from Kyle Railroad Company, each for the filing fee of \$3,200. Also enclosed is a computer diskette in WORD and PDF format containing the Notice. Maps and other color exhibits are included in Exhibit I at the end of the Notice.

Please time and date stamp the additional copy of this letter and the Notice and return them with our messenger. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours

Louis E. Gitomer  
Attorney for Kyle Railroad Company

ENTERED  
Office of the Secretary  
JUL - 8 2008  
Public Record

Enclosures

**FEE RECEIVED**  
JUL 8 - 2008  
SURFACE  
TRANSPORTATION BOARD

**FILED**  
JUL 8 - 2008  
SURFACE  
TRANSPORTATION BOARD

BEFORE THE  
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 270X)

222787



UNION PACIFIC RAILROAD COMPANY-ABANDONMENT EXEMPTION-  
IN OSBORNE AND SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)

Docket No. AB-486 (Sub-No. 5X)

222792

KYLE RAILROAD COMPANY-DISCONTINUANCE OF SERVICE EXEMPTION-  
IN OSBORNE AND SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)

VERIFIED NOTICE OF EXEMPTION

**FEE RECEIVED**

JUL 8 - 2008

**SURFACE  
TRANSPORTATION BOARD**

**FILED**

JUL 8 - 2008

**SURFACE  
TRANSPORTATION BOARD**

Louis E. Gitomer, Esq.  
Law Offices of Louis E. Gitomer  
600 Baltimore Avenue, Suite 301  
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(202) 466-6532  
(410) 332-0885 (Fax)  
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Attorney for Kyle Railroad Company

Mack H. Shumate, Jr.  
Senior General Attorney  
Union Pacific Railroad Company  
101 North Wacker Drive, Room 1920  
Chicago, IL 60606  
(312) 777-2055  
(312) 777-2065 (Fax)  
mackshumate@up.com

Attorney for Union Pacific Railroad  
Company

Dated: July 8, 2008

**ENTERED**  
Office of Proceedings

JUL - 9 2008

Pl. n. of  
Public Record

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**Docket No. AB-33 (Sub-No. 270X)**

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**UNION PACIFIC RAILROAD COMPANY—ABANDONMENT EXEMPTION—  
IN OSBORNE AND SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)**

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**Docket No. AB-486 (Sub-No. 5X)**

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**KYLE RAILROAD COMPANY—DISCONTINUANCE OF SERVICE EXEMPTION—  
IN OSBORNE AND SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)**

---

**VERIFIED NOTICE OF EXEMPTION**

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Union Pacific Railroad Company (“UP”) and Kyle Railroad Company (“Kyle”) file this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for UP to abandon and Kyle to discontinue service over a 12.4-mile rail line known as a portion of the Lenora Branch Line between west of Downs, KS, milepost 540.3, and west of Portis, KS, at the end of the line, milepost 552.7, in Osborne and Smith Counties, KS (the “Line”).<sup>1</sup> No local rail traffic has moved over the Line during the past two years. Any overhead rail traffic can be rerouted over other rail lines.

Based on information in the possession of UP and Kyle, the Line does not contain federally granted rights-of-way. Any documentation in the railroad’s possession will be made available promptly to those requesting it.

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<sup>1</sup> If the abandonment is authorized, UP and Kyle are contemplating reclassifying 1.7 miles of the Line between mileposts 540.3 and 542.0, as side track for storage and staging.

There are no local shippers on the Line. The last shipment on the Line occurred in May 2005. There have been no rail shipments in 2006, 2007, or 2008 to date. There has been no complaint concerning the lack of service since the embargo was imposed.

1. Proposed consummation date. The proposed abandonment and discontinuance date is August 27, 2008.

2. Certification required by 49 C.F.R. § 1152.50(b). *See* Exhibit A.

3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicants. Union Pacific Railroad Company and Kyle Railroad Company.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105. UP and Kyle are common carriers by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. UP and Kyle seek to use the class exemption at 49 C.F.R. § 1152.50 to abandon and discontinue service over, respectively, a 12.4-mile rail line known as a portion of the Lenora Branch Line between west of Downs, KS, milepost 540.3, and west of Portis, KS, at the end of the line, milepost 552.7, in Osborne and Smith Counties, KS

(4) Map. *See* Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent. For UP, Mack H. Shumate, Jr., Senior General Attorney, 101 North Wacker Drive, Room 1920, Chicago, IL 60606, phone (312) 777-2055, fax

(312) 777-2065, and email mackshumate@up.com. For Kyle, Louis E. Gitomer, Law Offices of Louis E. Gitomer, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, (202) 466-6532

(8) List of all United States Postal Service ZIP Codes that the line proposed for discontinuance traverses. The Line traverses ZIP Codes 67437, 67474, and 67638.

(e) Rural and community impact.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

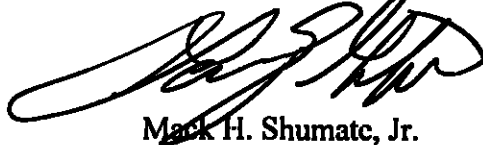
UP and Kyle do not believe that the properties proposed for abandonment and discontinuance of service are suitable for other public purposes.

4. The level of labor protection. The interests of railroad employees who may be adversely affected by the proposed abandonment and discontinuance of service will be adequately protected by the labor protective conditions in *Oregon Short Line R Co -- Abandonment -- Goshen*, 360 I.C.C. 91 (1979).

5. Certification Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

**6. Combined Environmental and Historic Report. The Combined Environmental and Historic Report is attached as Exhibit D.**

**Respectfully submitted,**



**Louis E. Gitomer, Esq.  
Law Offices of Louis E. Gitomer  
600 Baltimore Avenue  
Suite 301  
Towson, MD 21204  
(202) 466-6532  
(410) 332-0885 (Fax)  
Lou\_Gitomer@verizon.net**

**Attorney for Kyle Railroad Company**

**Mack H. Shumate, Jr.  
Senior General Attorney  
Union Pacific Railroad Company  
101 North Wacker Drive, Room 1920  
Chicago, IL 60606  
(312) 777-2055  
(312) 777-2065 (Fax)  
mackshumate@up.com**

**Attorney for Union Pacific Railroad  
Company**

**Dated: July 8, 2008**

## **EXHIBIT A-VERIFICATION AND CERTIFICATION**

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS  
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

STATE OF TEXAS                                 )  
  )  
COUNTY OF BEXAR                             )       ss.

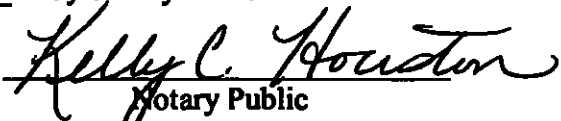
I, Sandy K. Franger being duly sworn depose and state that I am a Vice President of RailAmerica, Inc., and Vice-President of its subsidiary, Kyle Railroad Company ("Kyle"), that I am authorized to make this verification, and that I have read the foregoing Notice of Exemption and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

I hereby certify that no local traffic has moved over the 12.4-mile rail line operated by Kyle under a lease from UP known as a portion of the Lenora Branch Line between west of Downs, KS, milepost 540.3, and west of Portis, KS, at the end of the line, milepost 552.7, in Osborne and Smith Counties, KS, for at least two years prior to the date hereof, and that any overhead traffic on the line can be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of Kyle and UP by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

  
Sandy K. Franger

SUBSCRIBED AND SWORN TO before me this 26<sup>th</sup> day of July 2008.

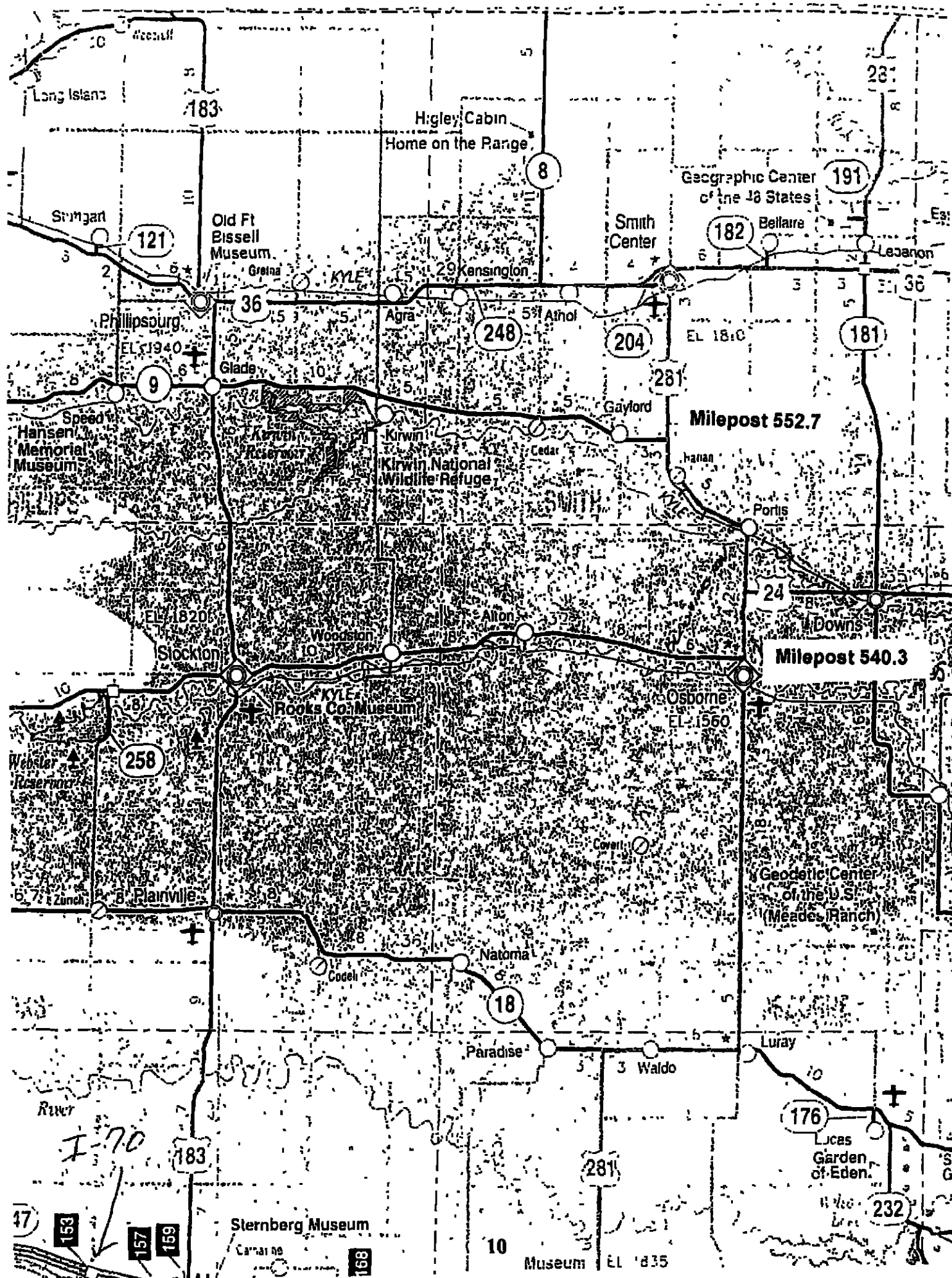
My Commission Expires: April 30, 2010

  
Notary Public





## **EXHIBIT B—MAP OF LINE**



## **EXHIBIT C-CERTIFICATE OF SERVICE**

Pursuant to 49 C.F.R. § 1152.50(d)(1), the undersigned hereby certifies that notice of the proposed abandonment and discontinuance of service in Docket No. AB-33 (Sub-No. 270X) and No. AB-486 (Sub-No. 5X), respectively, was mailed via first class mail on June 25, 2008, to the following parties:

### **State Public Service Commission**

Kansas Department of Transportation  
Room 860 South  
Docking State Office Building  
Topeka, KS 66612

### **Military Traffic Management Command**

MTMCTEA  
ATTN: Railroads for National Defense  
720 Thimble Shoals Blvd.  
Suite 130  
Newport News, VA 23606-2574

### **National Park Service**

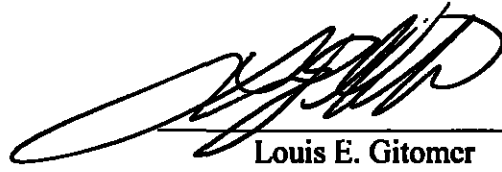
Ms. Cherri Espersen  
National Recreation Trail Coordinator  
Rivers, Trails and Conservation Assistance Program National Park Service  
1849 C Street, NW (Org Code 2240)  
Washington, DC 20240-0001

### **National Park Service**

U.S. Department of Interior  
National Park Service  
Land Resources Division  
800 North Capitol St., N.E.  
Room 540  
Washington, DC 20002

**U.S. Department of Agriculture**

**U.S. Department of Agriculture  
Chief of the Forest Service  
4th Floor N.W., Auditors' Building  
14th Street and Independence Avenue, S.W.  
Washington, DC 20250**

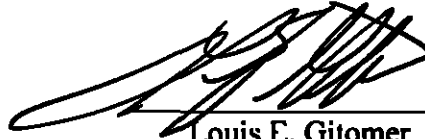


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**Louis E. Gitomer**  
**July 8, 2008**

### **CERTIFICATE OF PUBLICATION**

The undersigned hereby certifies that notice of the proposed abandonment and discontinuance of service in Docket No. AB-33 (Sub-No. 270X) and No. AB-486 (Sub-No. 5X), respectively, was advertised on July 3, 2008 in the Downs News and Times, a newspaper of general circulation in Osborne County, KS, and on July 3, 2008 in the Smith County Pioneer, a newspaper of general circulation in Smith County, KS as required by 49 C.F.R. § 1105.12.

A handwritten signature in black ink, appearing to read 'Louis E. Gitomer', written over a horizontal line.

Louis E. Gitomer  
July 8, 2008

## **EXHIBIT D**

**COMBINED ENVIRONMENTAL AND HISTORIC REPORT  
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7 and 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 270X) and No. AB-486 (Sub-No. 5X), was mailed via first class mail on June 9, 2008, to the following parties:

U.S. National Geodetic Survey  
NGS.InfoCenter@noaa.gov

Kansas Department of Transportation  
Room 860 South  
Docking State Office Building  
Topeka, KS 66612

Kansas Corporation Commission  
1500 SW Arrowhead Road  
Topeka, KS 66604

Kansas State Historical Society  
6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615

Kansas Department of Health and Environment  
1000 SW Jackson Street  
Suite 540  
Topeka, KS 66612-1368

United States Environmental Protection Agency  
Region 7  
901 N. 5<sup>th</sup> Street  
Kansas City, KS 66101

U.S. Army Corps of Engineers  
Kansas City District  
601 E 12th Street  
Kansas City, MO 64106

First District Commissioner Gary Doane  
Osborne County  
423 W. Main  
Osborne, KS 67473-0160

Second District Commissioner Bryan Byrd  
Osborne County  
423 W. Main  
Osborne, KS 67473-0160

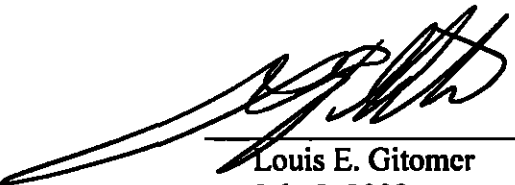
Third District Commissioner Betty Pruter  
Osborne County  
423 W. Main  
Osborne, KS 67473-0160

Robert Schamel, Chairman  
Rooks County Commission  
210 S. Oak  
Stockton, KS 67669

Natural Resources Conservation Service  
United States Department of Agriculture  
760 South Broadway  
Salina, KS 67401

U.S. Fish and Wildlife Service  
Region 6  
P.O. Box 25486  
Denver Federal Center  
Denver, CO 80225

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226



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Louis E. Gitomer  
July 8, 2008



**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**  
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-33 (Sub-No. 270X)

**UNION PACIFIC RAILROAD COMPANY—ABANDONMENT EXEMPTION—IN  
OSBORNE AND SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)**

Docket No. AB-486 (Sub-No. 5X)

**KYLE RAILROAD COMPANY—DISCONTINUANCE EXEMPTION—IN OSBORNE AND  
SMITH COUNTIES, KS (DOWNS TO WEST OF PORTIS)**

Dated: June 9, 2008  
Revised: July 8, 2008

**ENVIRONMENTAL REPORT**

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The Union Pacific Railroad Company (“UP”) proposes to abandon and the Kyle Railroad Company (“Kyle”) proposes to discontinue service over the 12.4-mile rail line known as a portion of the Lenora Branch line between west of Downs, KS, milepost 540.3, and west of Portis, KS, at the end of the line, milepost 552.7, in Osborne and Smith Counties, KS (the “Line”). Upon receipt of discontinuance of service authority, Kyle will terminate its common carrier obligation to operate over the Line and the owner of the track and materials, UP, will

salvage them. Kyle leased the Line from the Missouri Pacific Railroad Company and UP.<sup>1</sup> UP will be responsible for the disposition of the underlying real estate.

The only alternative to abandonment and discontinuance of service would be to continue to operate the Line. No traffic has moved over the Line since May 24, 2005, at which time the Line was embargoed due to track condition. Even before the embargo, the level of traffic on the Line did not justify the cost of maintaining or operating the Line. Making a capital investment in the Line would not be a prudent use of carrier resources.

A map of the proposed abandonment and discontinuance of service is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action

There has been no passenger service over the Line in decades, so no passengers will be diverted to other modes as a result of the proposed abandonment and discontinuance of service.

There has been no freight service on the Line since May 24, 2005. Since there has been no traffic on the Line in since 2005, Kyle does not expect any traffic to be diverted to truck.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

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<sup>1</sup> *Kyle Railroad Company—Lease and Trackage Rights—Missouri Pacific Railroad Company and Union Pacific Railroad Company Northern Kansas Rail Lines*, ICC Finance Docket No. 31754 (ICC served April 5, 1991).

(i) UP and Kyle consider the proposed abandonment and discontinuance of service to be consistent with existing land use plans. The land adjoining the Line is mainly rural in character. UP and Kyle contacted Osborne and Smith Counties, KS by letters dated June 9, 2008. See Exhibit 2. No response has been received as of this date. A copy of this Environmental Report has been mailed to the appropriate local and state agencies for their information and comment.

(ii) UP and Kyle notified the United States Department of Agriculture ("USDA") Natural Resources Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment and discontinuance of service by letter dated June 9, 2008, and requested assistance in identifying any potential effects on prime agricultural land. See Exhibit 2. No response has been received to date. A copy of this report has been supplied to the USDA for its information and comment.

(iii) The Line does not pass through a designated coastal zone.

(iv) The real estate underlying the Line is owned by UP. UP and Kyle do not believe that the right-of-way is suitable for public use. There is little or no likelihood that the rail corridor is needed for a transit or highway corridor. The right-of-way could be used for a recreational trail.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment and discontinuance of service will have no effect on the transportation of energy resources.

(ii) The proposed abandonment and discontinuance of service will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment and discontinuance of service will have no effect on overall energy efficiency.

(iv) The proposed abandonment and discontinuance of service will not cause the diversion more than 1,000 rail carloads a year; or an average of 50 rail carloads per mile per year for any part of the Line of rail traffic to motor carriage.

(5) Air (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either. (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment and discontinuance of service will not result in meeting or exceeding the specified thresholds.

(ii) The proposed abandonment and discontinuance of service will not result in meeting or exceeding the specified thresholds.

(iii) The proposed abandonment and discontinuance of service will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment and discontinuance of service will have no detrimental effects on public health and safety. The proposed abandonment and discontinuance of service will result in the closing of 16 public crossings and 14 private crossings.

(ii) The proposed abandonment and discontinuance of service will not affect the transportation of hazardous materials.

(iii) UP and Kyle are not aware of any known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the rail corridor of the Line.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) UP and Kyle do not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. UP and Kyle notified the U.S. Fish and Wildlife Service ("USF&W") of the proposed abandonment by letter dated June 9, 2008, and requested assistance in determining whether the proposed abandonment and discontinuance of service will adversely affect endangered or threatened species or areas designated as a critical habitat. *See Exhibit 2.* A copy of this Report has been supplied to the USF&W for its information and comment.

(ii) UP and Kyle believe that there are no wildlife sanctuaries or refuges, National or State parks or forests that will be affected by the proposed abandonment and discontinuance of service. UP and Kyle notified the National Parks Service of the proposed abandonment and discontinuance of service by letter dated June 9, 2008, and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests. *See Exhibit 2.* To date, no response to this request has been received. A copy of this Report has been supplied to the National Park Service for its information and comment.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) UP and Kyle are confident that the proposed abandonment and discontinuance of service will be consistent with applicable water quality standards. UP and Kyle contacted the Kansas Department of Health and Environment ("KSEPA") and the United States Environmental Protection Agency ("USEPA") by letters dated June 9, 2008. *See Exhibit 2.* To date, no

response to this request has been received. A copy of this Report has been supplied to the USEPA and KSEPA for their information and comment.

(ii) UP and Kyle believe that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and discontinuance of service and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment and discontinuance of service. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access, along with existing public and private crossings. No new access roads are contemplated. UP does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material. Crossties and debris will be transported away from the Line and will not be discarded along the right-of-way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. UP and Kyle contacted the U.S. Army Corps of Engineers by letter dated June 9, 2008 and have received no response to date. *See Exhibit 2.* A copy of this Report has been supplied to the U.S. Army Corps of Engineers for its information and comment.

(iii) UP and Kyle believe that no permit under section 402 of the Clean Water Act would be required for the abandonment and discontinuance of service. UP and Kyle contacted the KSEPA and the USEPA by letter dated June 9, 2008. *See Exhibit 2.* To date, no response to this request has been received. A copy of this Report has been supplied to the USEPA and the KSEPA for their information and comment.

**(10) Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

UP and Kyle do not expect any adverse environmental impact from the proposed abandonment and discontinuance of service and, therefore, sees no need for any mitigating actions. UP and Kyle will, of course, adhere to any remedial actions suggested by the recipients of this Report, which are required by the Board.

### **HISTORIC REPORT**

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

U.S. Geological Survey Maps have been supplied to the Kansas State Historic Society ("KSHS"). *See Exhibit 3.*

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The 12.4-mile right-of-way is generally 100 feet wide, with some variance in towns and villages.

The proposed abandonment and discontinuance begins west of Portis south of Highway 9 and 24 at milepost 547.7, an elevation of about 1,490 feet. The Line runs northwest crossing Highway 9 and 24, and then Twelvemile Creek. The Line climbs from the Twelvemile Creek stream valley to the north of the North Fork of the Solomon River.

The Line enters Portis at an elevation of about 1,536 feet and continues northwest. After leaving Portis, the Line crosses Lindley Creek and continues northwest essentially parallel to and to the south of Highway 281 and 9. The Line continues through the town of Harlan at an



elevation of about 1,575 feet and after passing through Harlan, ends about one-half mile to the west at milepost 552.7, which is the end of the Line.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

Photographs of the bridges on the Line that are 50 years old or older and a detailed description of the bridges are attached as Exhibit 4.

4 The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

See Exhibit 4.

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The Line was constructed in 1879 by the Atchison & Denver Railway. The Line is currently comprised of a mix of 85 and 90 pound jointed rail that was put down in 1953 and 1954.

Kyle leased the Line from UP in 1991 and continued to operate the Line until it was embargoed in 2005.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

UP possesses the valuation maps of the Line, but is not aware of any other documentation in its possession.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

UP and Kyle believe that the bridges and structures on the Line are not unusual or

noteworthy for inclusion on the National Register of Historic Places. It is also the opinion of UP and Kyle that there are no archeological resources or other railroad related historic properties in the project area.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

UP and Kyle believe that there are no existing known subsurface ground disturbances or fills, or environmental conditions that might affect the archeological recovery of any potential resources.

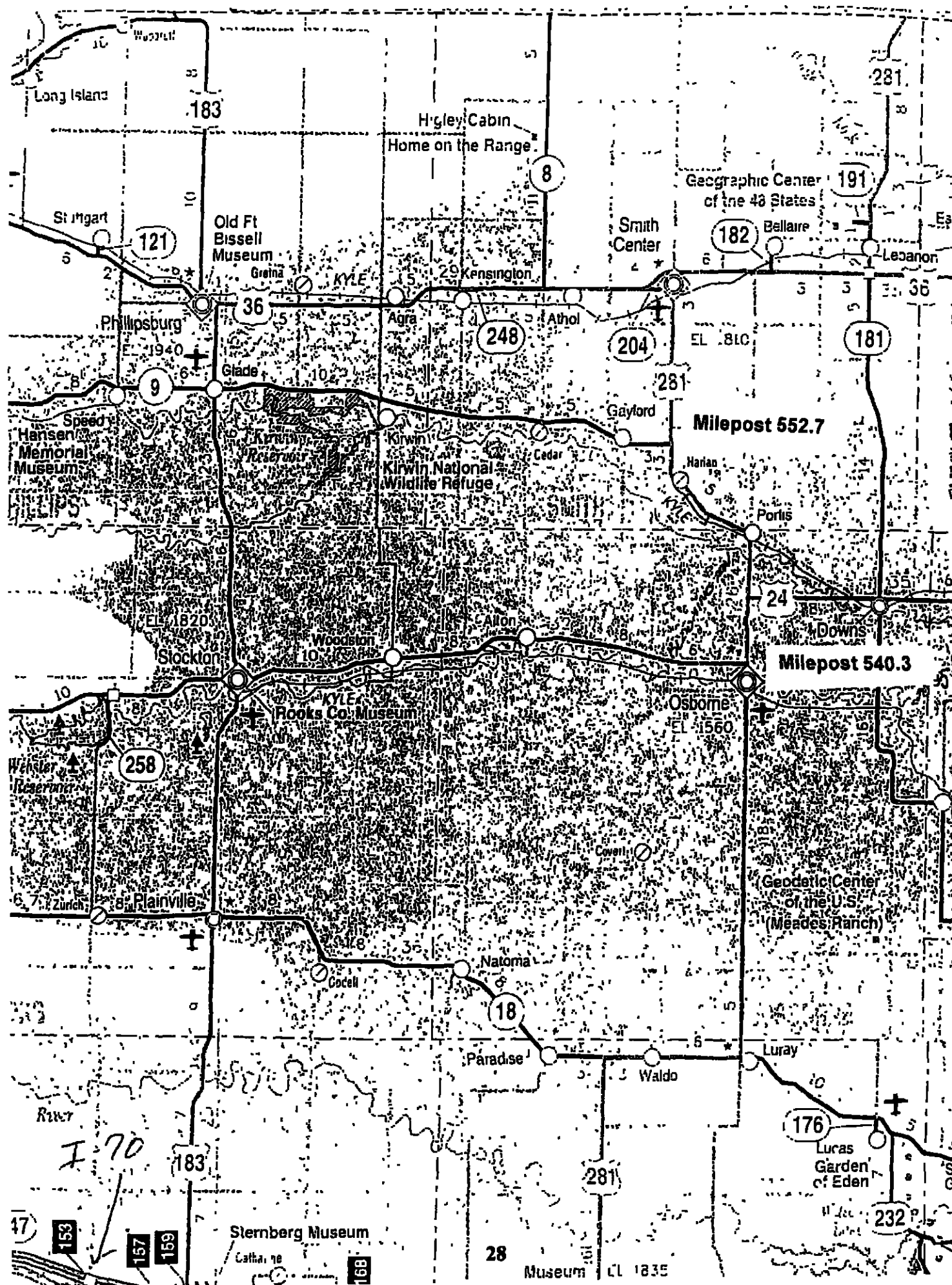
9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (*i e.* prehistoric or native American).

UP and Kyle do not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted. But, if any additional information is requested, UP and Kyle will promptly supply the necessary information.

UP and Kyle contacted KSHS. See Exhibit 2. In the KSIS response contained in Exhibit 5, KSHS requests that any historic trestles remain standing. UP and Kyle will comply with this request.

## **EXHIBIT 1–MAP**

**SEE EXHIBIT 1 IN EXHIBIT E**



# **EXHIBIT 2—CONSULTATION LETTERS**

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

U.S. National Geodetic Survey  
NGS.InfoCenter@noaa.gov

RE: Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Madam/Sir:

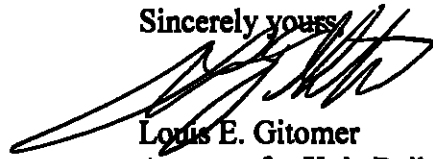
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U.S. National Geodetic Survey  
June 9, 2008  
Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to read 'L. Gitomer', written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Kansas Department of Transportation  
Room 860 South  
Docking State Office Building  
Topeka, KS 66612

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
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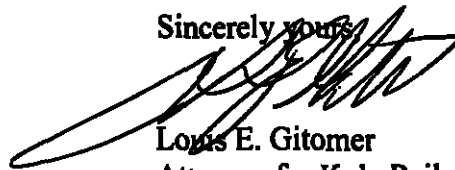
Kansas Department of Transportation

June 9, 2008

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Sincerely yours,

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Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Kansas Corporation Commission  
1500 SW Arrowhead Road  
Topeka, KS 66604

RE: Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
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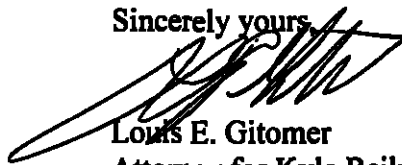
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Kansas Corporation Commission  
June 9, 2008  
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Enclosure

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June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Kansas State Historical Society  
6425 SW 6<sup>th</sup> Avenue  
Topeka, KS 66615

RE: Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
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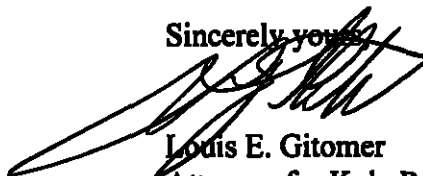
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Kansas State Historical Society  
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Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

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LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Kansas Department of Health and Environmental  
1000 SW Jackson Street  
Suite 540  
Topeka, KS 66612-1368

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
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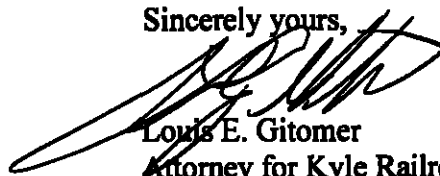
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Kansas Department of Health and Environmental  
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Enclosure

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LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

United States Environmental Protection Agency  
Region 7  
901 N. 5<sup>th</sup> Street  
Kansas City, KS 66101

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
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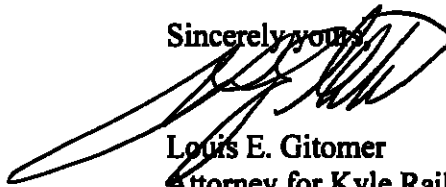
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United States Environmental Protection Agency  
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Louis E. Gitomer  
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Enclosure

**LAW OFFICES OF  
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LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
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U.S. Army Corps of Engineers  
Kansas City District  
601 E 12th Street  
Kansas City, MO 64106

RE: Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
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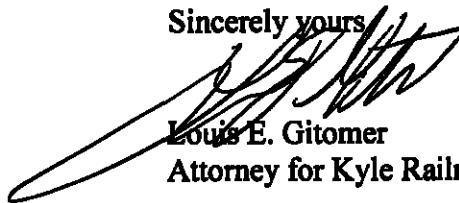
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Attorney for Kyle Railroad Company

Enclosure

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LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(302) 466-6532  
FAX (410) 332-0885

Natural Resources Conservation Service  
United States Department of Agriculture  
760 South Broadway  
Salina, KS 67401

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
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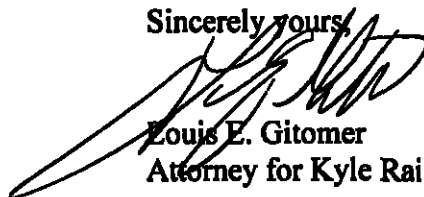
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LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

U.S. Fish and Wildlife Service  
Region 6  
P.O. Box 25486  
Denver Federal Center  
Denver, CO 80225

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On or about June 30, 2008, we expect to be filing with the Surface Transportation Board ("STB") a notice of exemption seeking authority for Union Pacific Railroad Company to abandon and Kyle Railroad Company to discontinue service over, the 12.4-mile rail line known as a portion of the Lenora Branch Line between west of Downs, KS, milepost 540.3, and west of Portis, KS, at the end of the line, milepost 552.7, in Osborne and Smith Counties, KS (the "Line").

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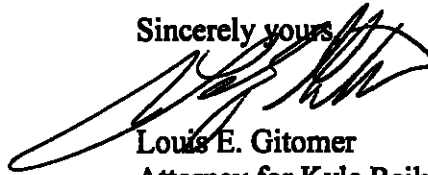
U.S. Fish and Wildlife Service

June 9, 2008

Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to read 'Louis E. Gitomer', is written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

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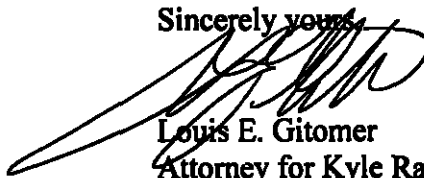
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National Park Service  
June 9, 2008  
Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to be "L. Gitomer", written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

First District Commissioner Gary Doane  
Osborne County  
423 W Main  
Osborne, Kansas 67473-0160

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Commissioner Doane:

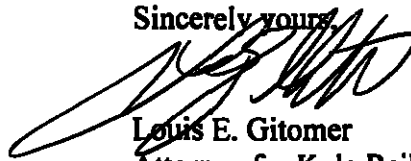
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Commissioner Gary Doane  
June 9, 2008  
Page 2

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Sincerely yours,



Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Second District Commissioner Bryan Byrd  
Osborne County  
423 W. Main  
Osborne, Kansas 67473-0160

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Commissioner Byrd:

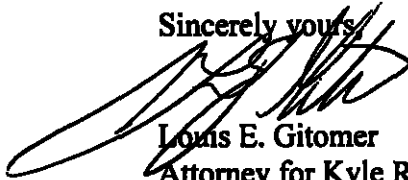
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Commissioner Bryan Byrd  
June 9, 2008  
Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to read "Louis E. Gitomer", is written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Third District Commissioner Betty Pruter  
Osborne County  
423 W. Main  
Osborne, Kansas 67473-0160

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Commissioner Pruter:

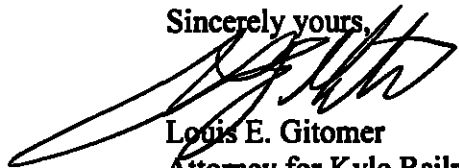
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Commissioner Betty Pruter  
June 9, 2008  
Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to read 'L. Gitomer', is written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Commissioner Arthur Kuhlman  
218 South Grant Street  
County Courthouse  
Smith Center, KS 66967-2798

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
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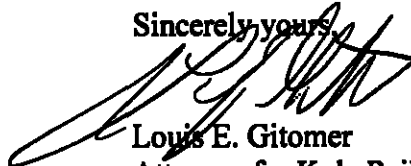
Commissioner Arthur Kuhlman

June 9, 2008

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Sincerely yours,

A handwritten signature in black ink, appearing to read 'L. Gitomer', written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Commissioner Paul McCartney  
218 South Grant Street  
County Courthouse  
Smith Center, KS 66967-2798

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Commissioner McCartney:

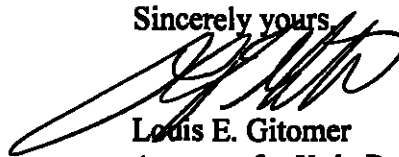
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Commissioner Paul McCartney  
June 9, 2008  
Page 2

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Sincerely yours,

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Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

**LAW OFFICES OF  
LOUIS E. GITOMER**

LOUIS E. GITOMER  
LOU\_GITOMER@VERIZON.NET

June 9, 2008

THE ADAMS BUILDING, SUITE 301  
600 BALTIMORE AVENUE  
TOWSON, MARYLAND 21204-4022  
(202) 466-6532  
FAX (410) 332-0885

Commissioner Joe Kingsbury  
218 South Grant Street  
County Courthouse  
Smith Center, KS 66967-2798

RE:   Docket No. AB-33 (Sub-No. 270X), *Union Pacific Railroad Company—  
Abandonment Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*  
      Docket No. AB-486 (Sub-No. 5X), *Kyle Railroad Company—  
Discontinuance Exemption—in Osborne and Smith Counties, KS (Downs to  
West of Portis)*

Dear Commissioner Kingsbury:

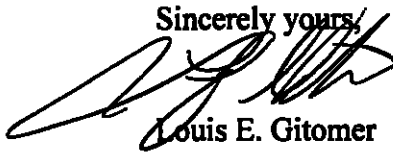
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Commissioner Joe Kingsbury  
June 9, 2008  
Page 2

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Sincerely yours,

A handwritten signature in black ink, appearing to read 'L. Gitomer', is written over the typed name.

Louis E. Gitomer  
Attorney for Kyle Railroad Company

Enclosure

## **EXHIBIT 3 – USGS MAPS**

**SEE EXHIBIT 3 IN EXHIBIT E**

**EXHIBIT 4 – BRIDGE  
PHOTOGRAPHS AND DESCRIPTIONS**

**SEE EXHIBIT 4 IN EXHIBIT E**

# **EXHIBIT 5 – RESPONSES TO CONSULTATION LETTERS**



# KANSAS

KSR&C No. 08-66-146

Kansas State Historical Society  
Jennie Chinn, Executive Director

KATHLEEN SEBELIUS, GOVERNOR

June 16, 2008

Louis Gitomer  
The Adams Building, Suite 301  
600 Baltimore Avenue  
Towson, MD 21204-4022

Re: Union Pacific Railroad – Abandonment Exemption of Lenora Branch Line between Downs and Portis -  
Osborne and Smith Counties

Dear Mr. Gitomer:

We have reviewed the materials received June 11, 2008 regarding the above-referenced project in accordance with 36 CFR Part 800. The role of the State Historic Preservation Officer (SHPO) in reviews of this nature is to comment on whether or not an undertaking involving the use of federal funds will have an adverse effect on a historic property or a property eligible for listing in the National Register of Historic Places. The SHPO has determined that the rail line and associated track is not eligible for listing in the National Register, and as far as this office is concerned, the project may proceed. However, it is the understanding of this office that the historic trestles and culverts will remain standing. Additional review will be required if any historic trestles or culverts are to be removed or altered.

Thank you for giving us the opportunity to comment on this proposal. Please refer to the Kansas State Review & Compliance number (KSR&C#) listed above on any future correspondence. Please submit any comments or questions regarding this review to Kim Norton at 785-272-8681, ext. 225.

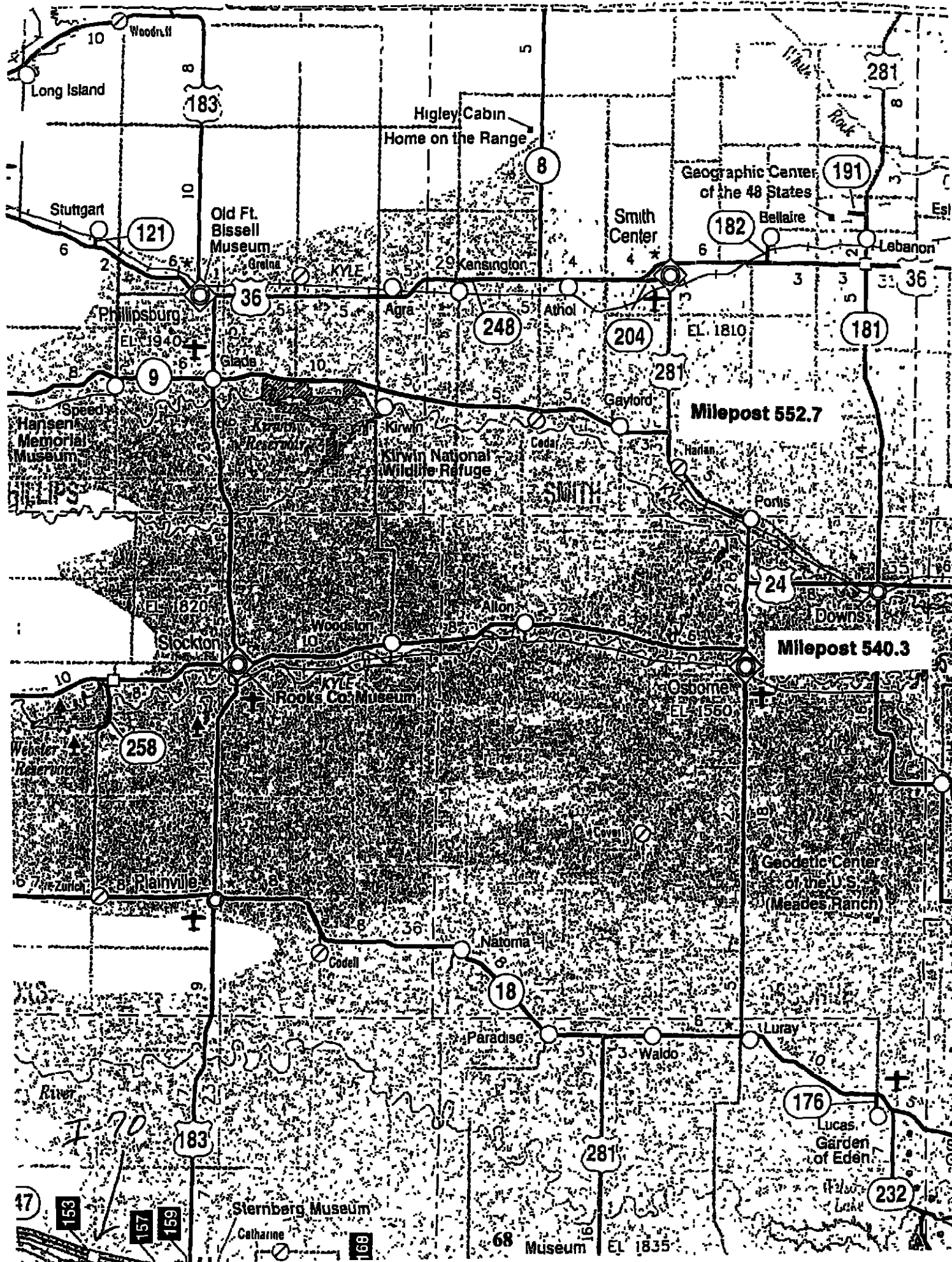
Sincerely,  
Jennie Chinn  
State Historic Preservation Officer



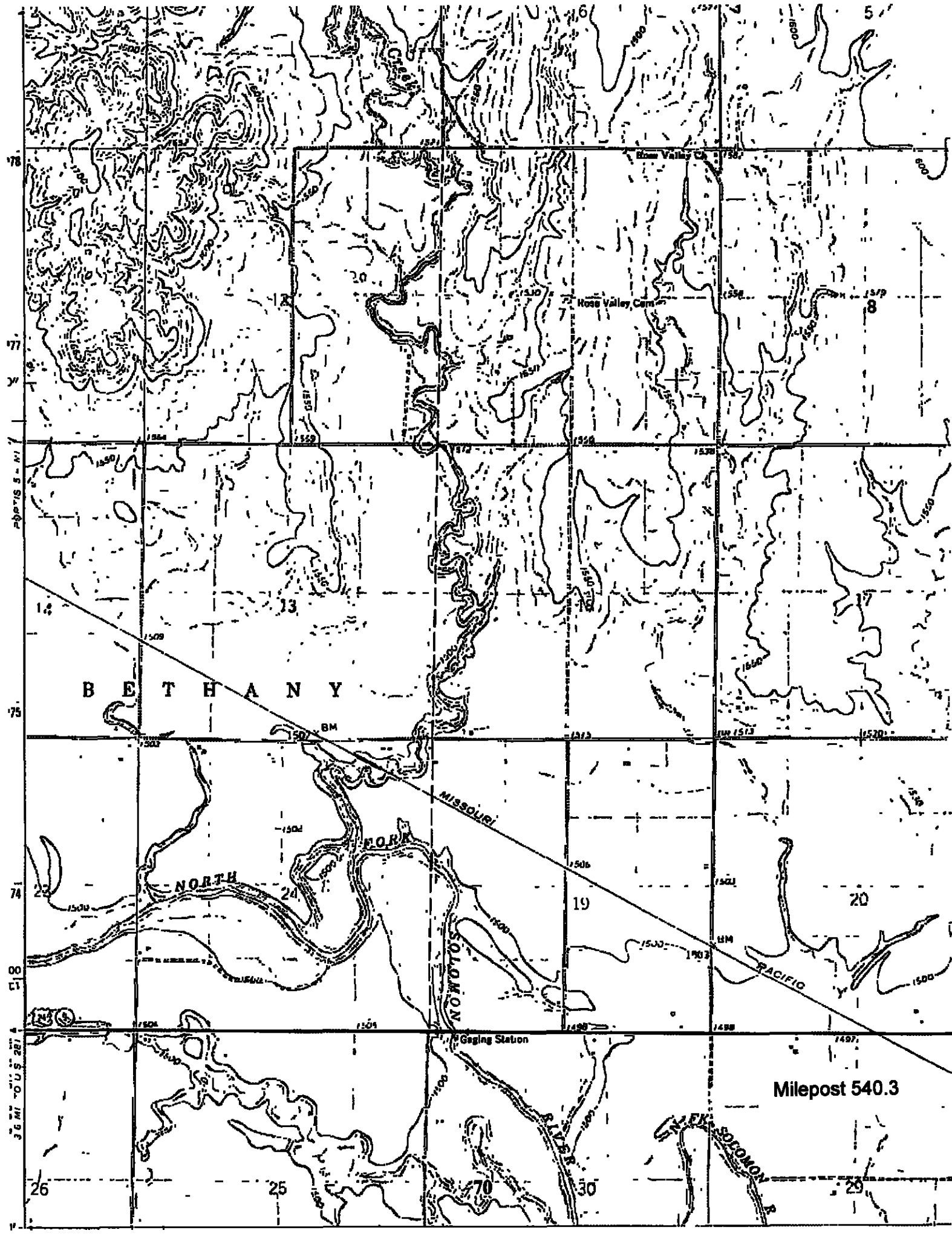
Patrick Zollner  
Director, Cultural Resources Division  
Deputy State Historic Preservation Officer

## **EXHIBIT E – COLOR EXHIBITS**

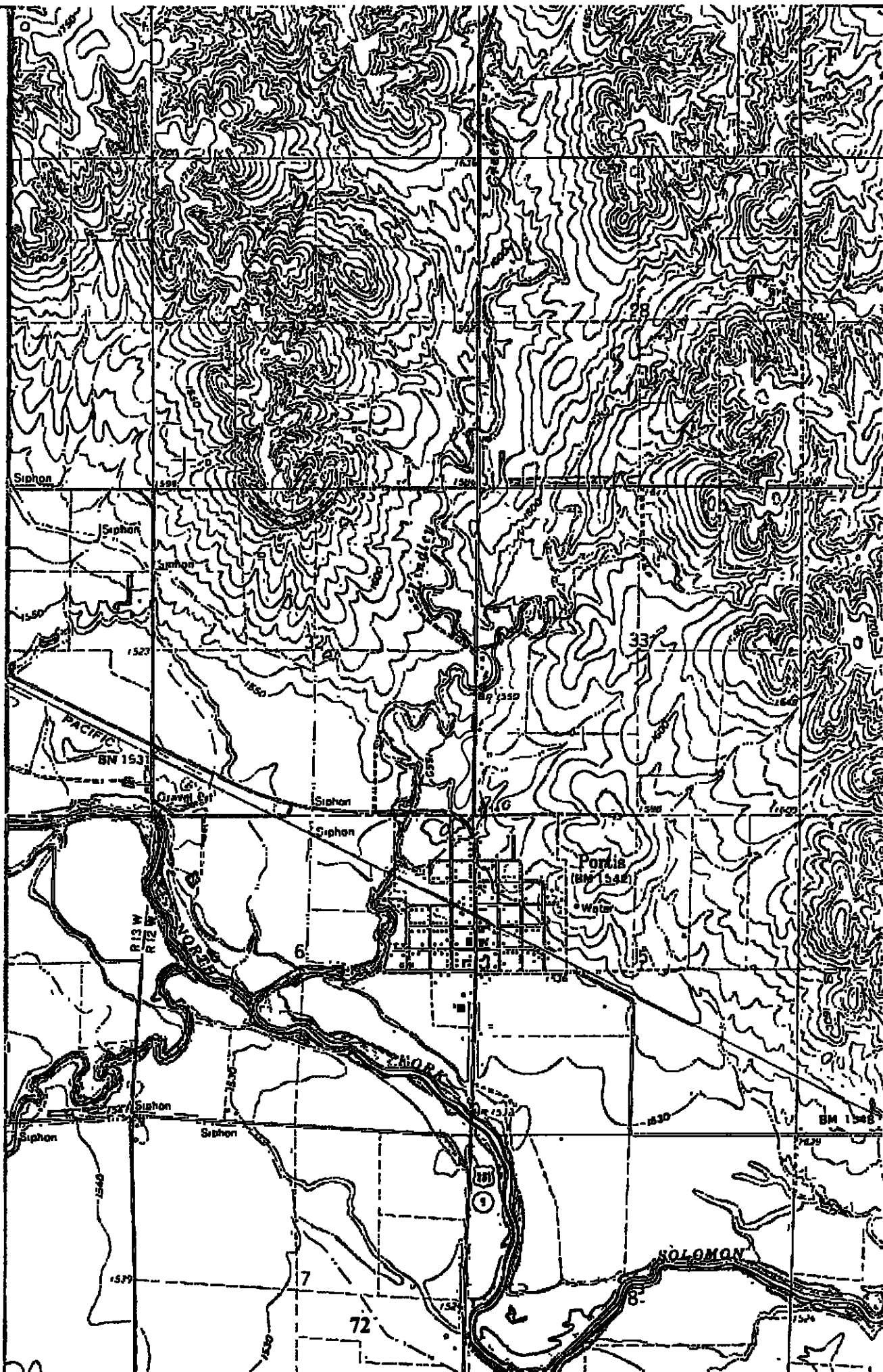
# **EXHIBIT 1–MAP**



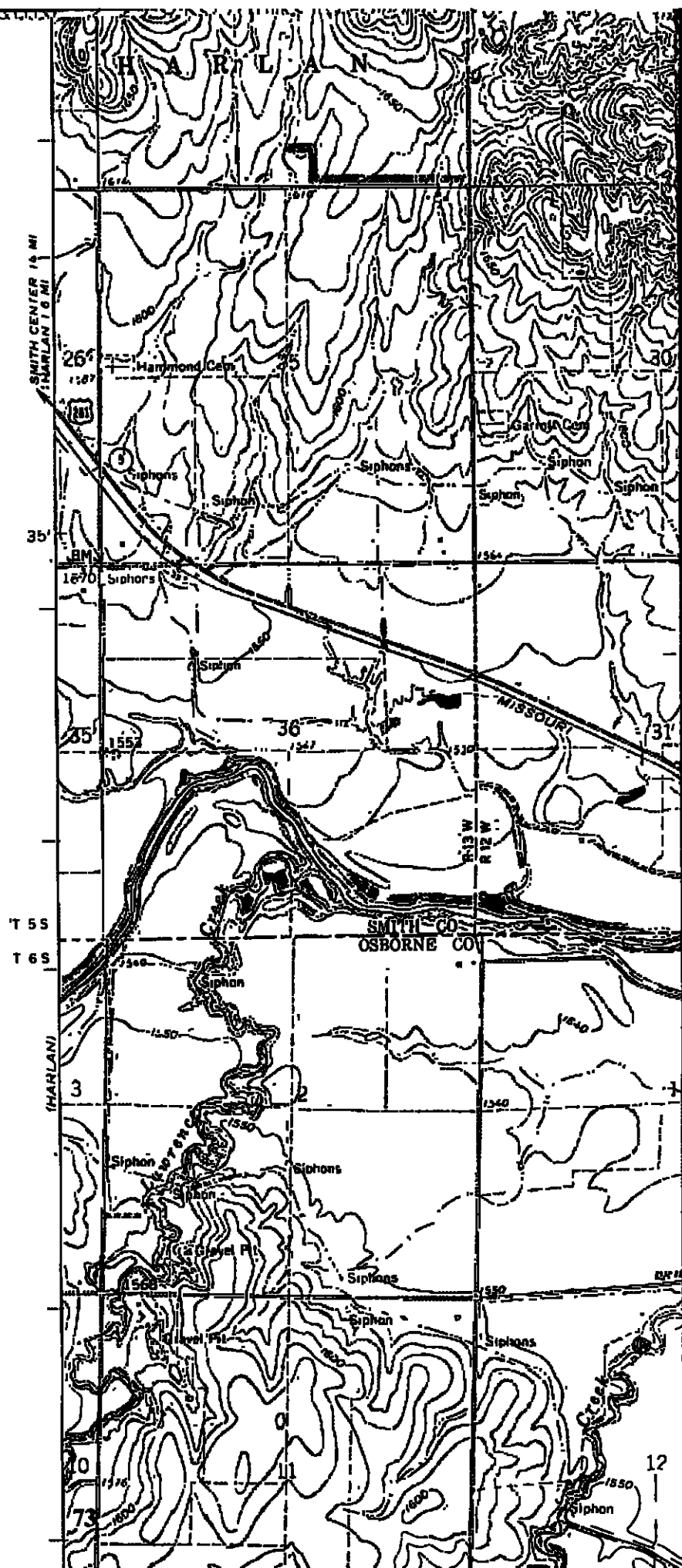
## **EXHIBIT 3 – USGS MAPS**

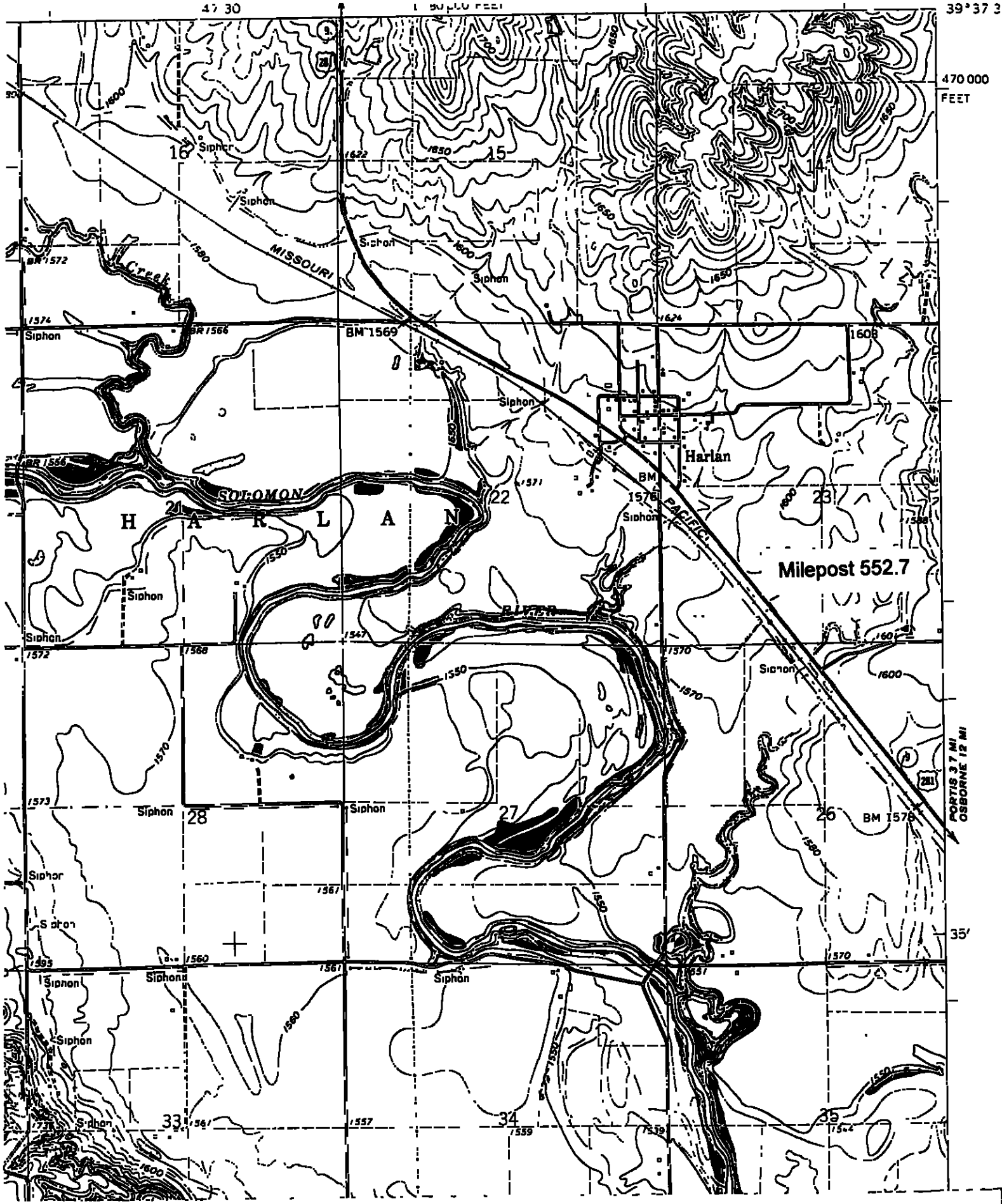




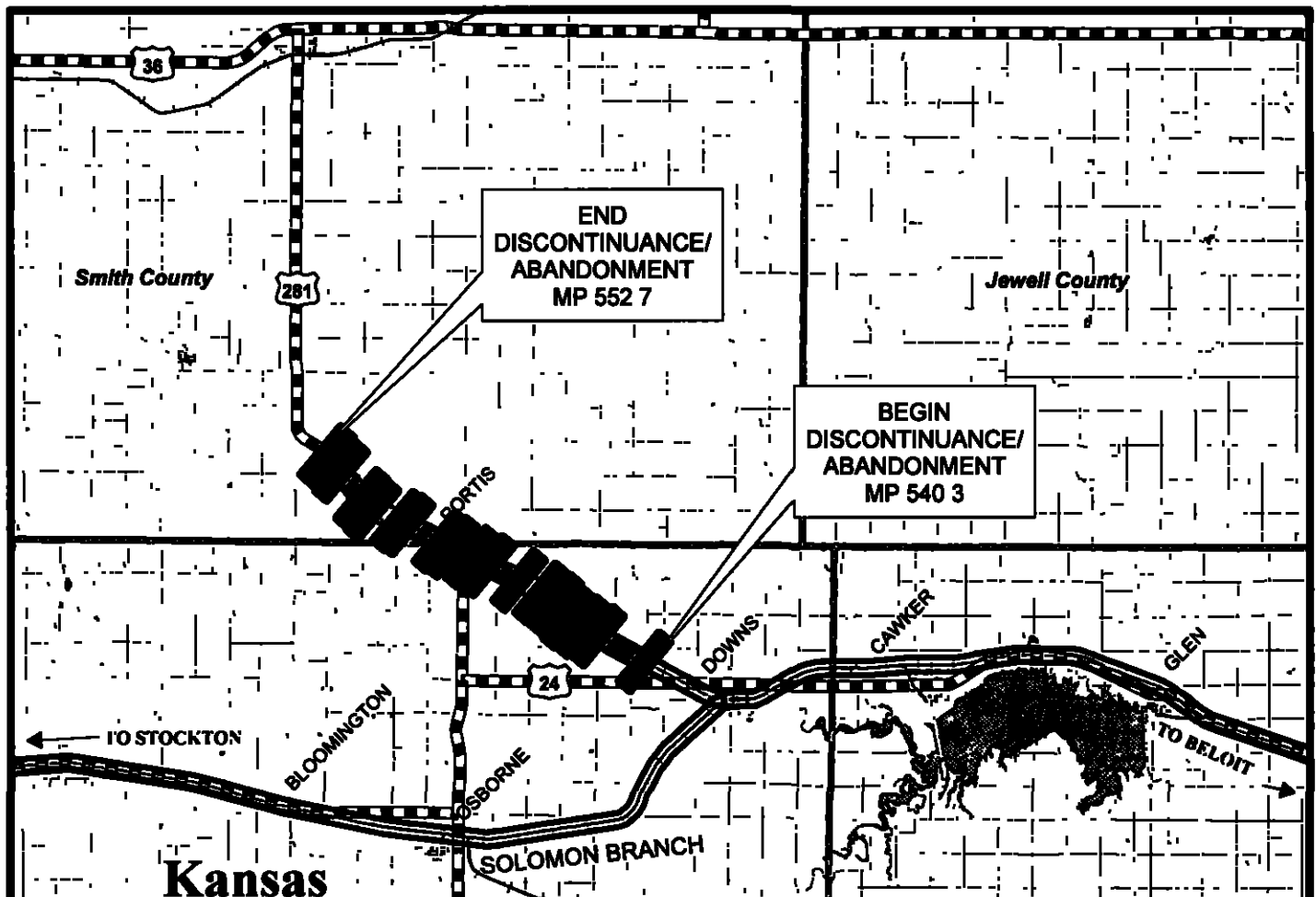








# **EXHIBIT 4 – BRIDGE PHOTOGRAPHS AND DESCRIPTIONS**



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
540 4	4 - SPAN TIMBER PILE TRESTLE - OPEN DECK	99'	1949
542 1	1 - SPAN DECK PLATE GIRDER, 3 - SPAN TIMBER PILE TRESTLE - OPEN DECK	88'	1888 1924
542 7	3 - SPAN TIMBER PILE TRESTLE - OPEN DECK	40'	1952
543 2	1 - SPAN TIMBER PILE TRESTLE - OPEN DECK	14'	UNKNOWN
543 8	2 - SPAN TIMBER PILE TRESTLE - OPEN DECK	28'	1939
544 4	2 - SPAN TIMBER PILE TRESTLE - OPEN DECK	27'	1953
545 2	5 - SPAN TIMBER PILE TRESTLE - OPEN DECK	121'	1947
546 3	1 - SPAN TIMBER PILE TRESTLE - OPEN DECK	10'	UNKNOWN
546 9	2 - SPAN TIMBER PILE TRESTLE - OPEN DECK	28'	1948
547 6	1 - SPAN TIMBER PILE TRESTLE - OPEN DECK	10'	UNKNOWN
548 0	7 - SPAN TIMBER PILE TRESTLE - OPEN DECK	97'	1947
549 2	2 - SPAN TIMBER PILE TRESTLE - OPEN DECK	27'	1947
549 5	3 - SPAN TIMBER PILE TRESTLE - OPEN DECK	43'	1945
550 4	4 - SPAN TIMBER PILE TRESTLE - OPEN DECK	57'	1949
550 9	4 - SPAN TIMBER PILE TRESTLE - OPEN DECK	57'	1949
552 0	5 - SPAN TIMBER PILE TRESTLE - OPEN DECK	101'	1945
552 6	3 - SPAN TIMBER PILE TRESTLE - OPEN DECK	40'	1953
552 7	2 - SPAN RAIL GRDER	21'	1941

## Legend

- UPRR/KYLE LINES TO BE DISCONTINUED/ABANDONED
- OTHER KYLE LEASE LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50 + YEAR OLD STRUCTURES

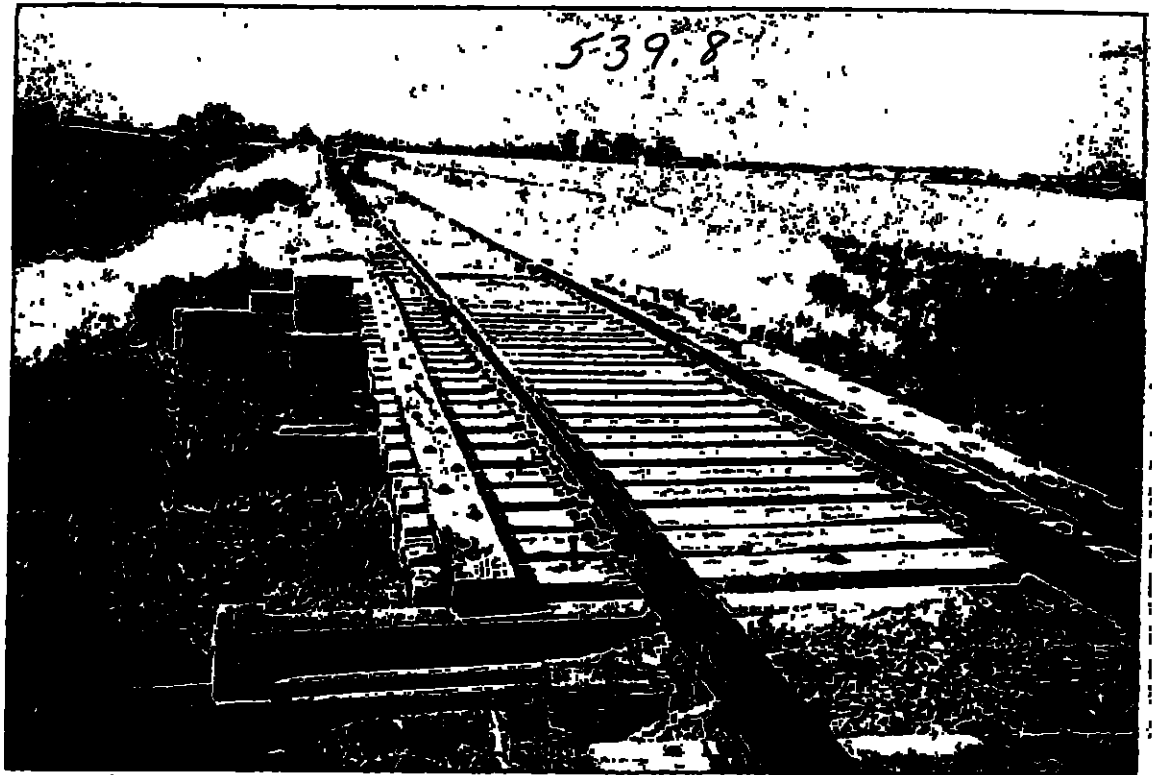
## LENORA BRANCH

MP 540.3 TO MP 552.7  
4.34 MILES IN SMITH COUNTY  
8.06 MILES IN OSBORNE COUNTY  
TOTAL OF 12.40 MILES  
IN KANSAS

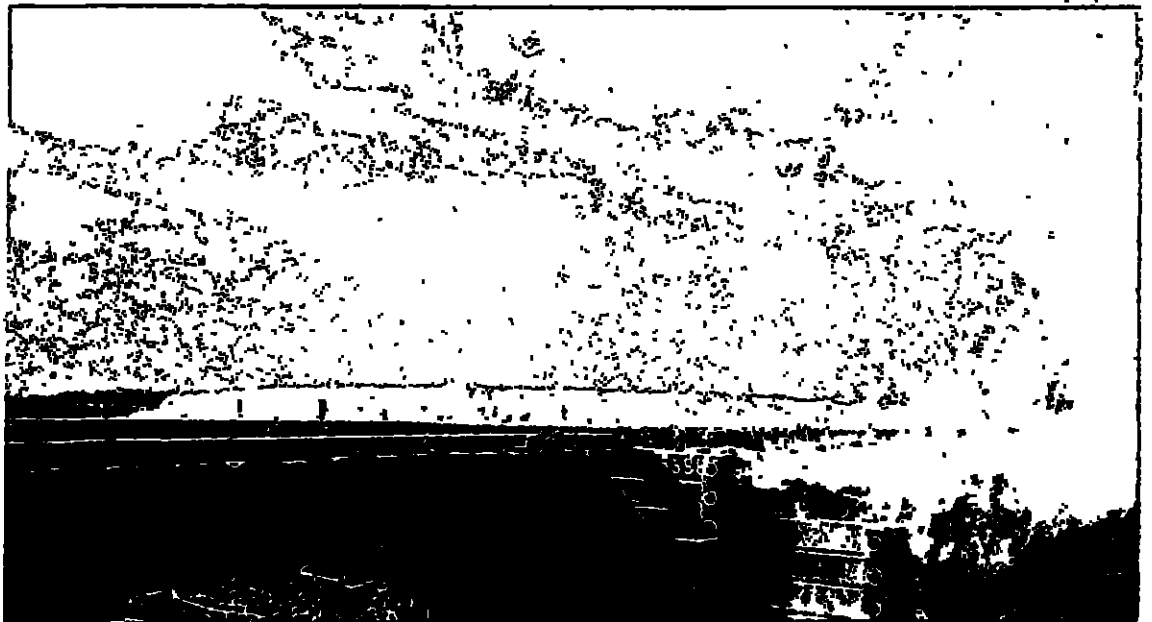
UNION PACIFIC RAILROAD CO.  
KYLE RAILROAD COMPANY, LESSEE  
LENORA BRANCH  
KANSAS

IDING 50+ YEAR OLD STRUCTURES



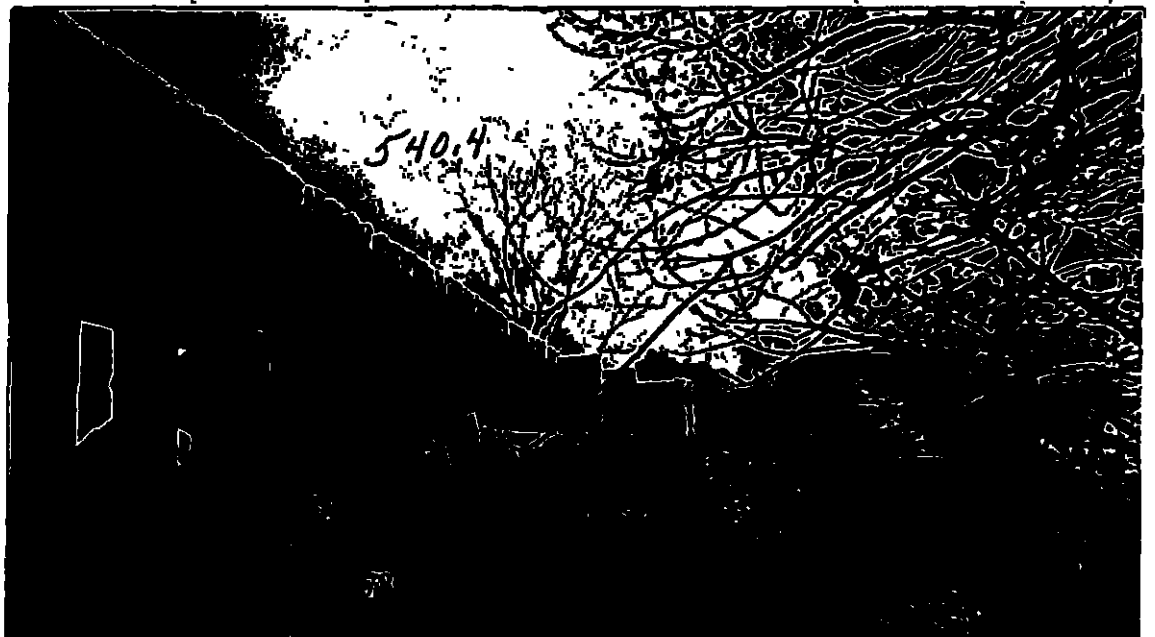


**Mile 539.8**





**Mile 540.4**





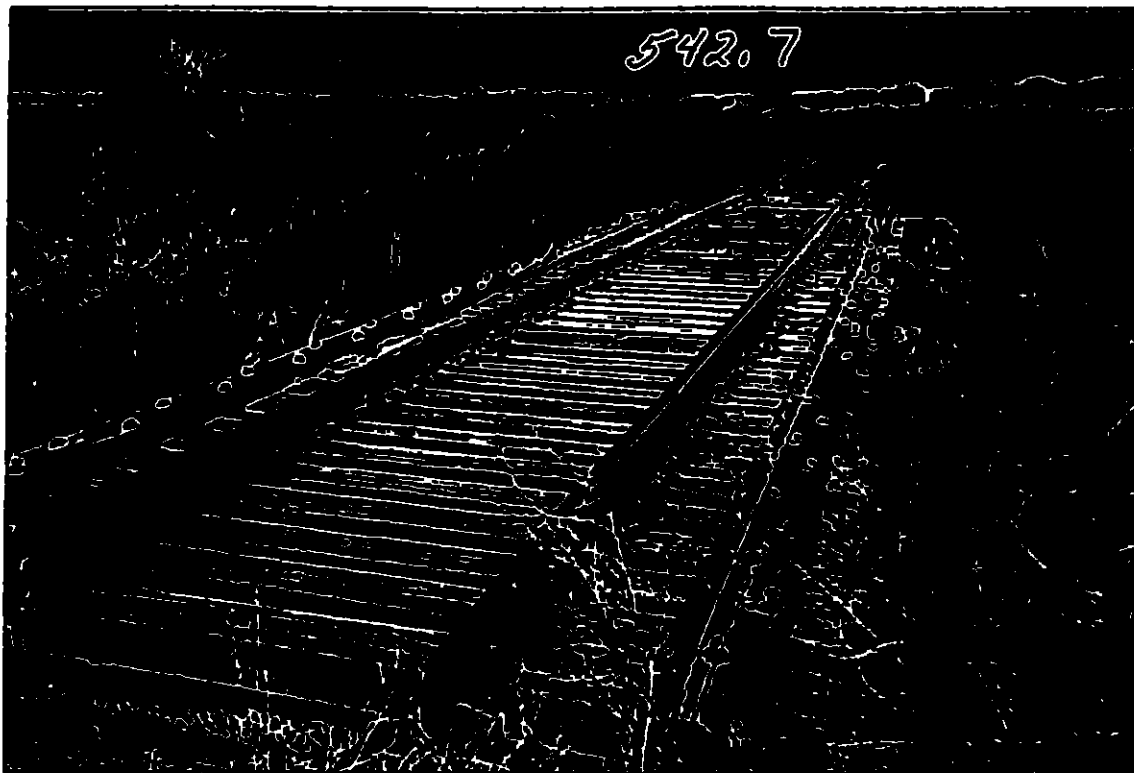
**Mile 541.7**



**Mile 542.1**

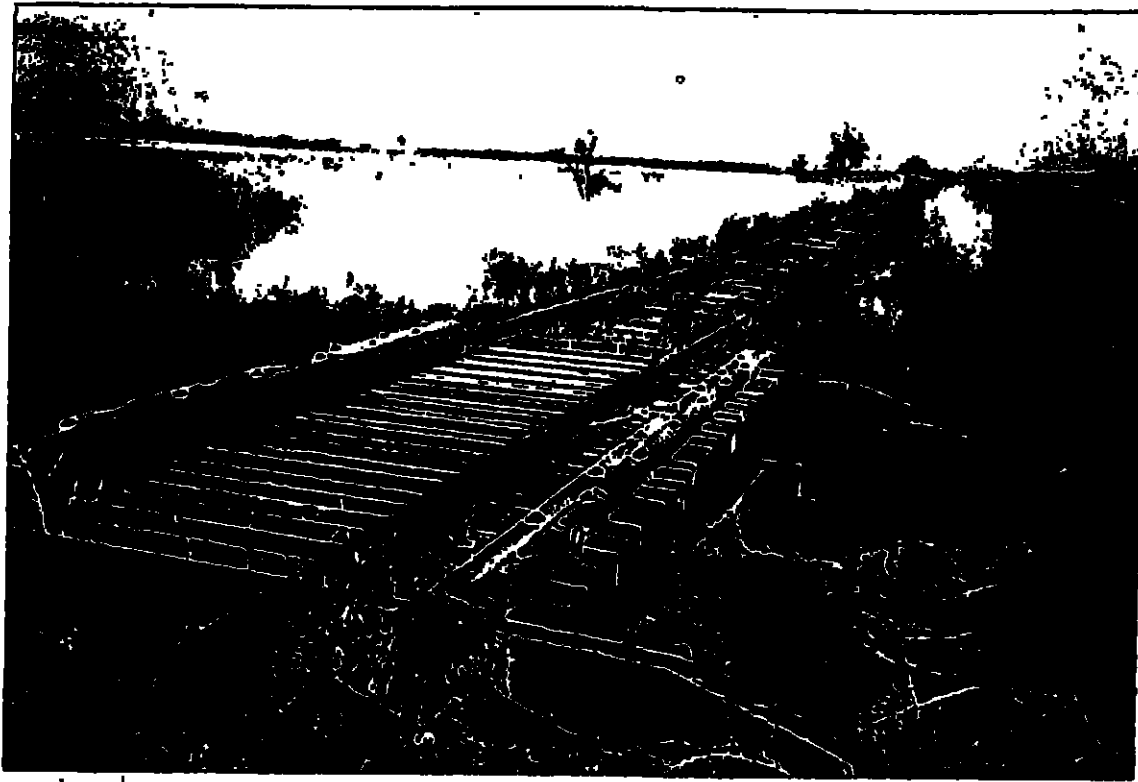




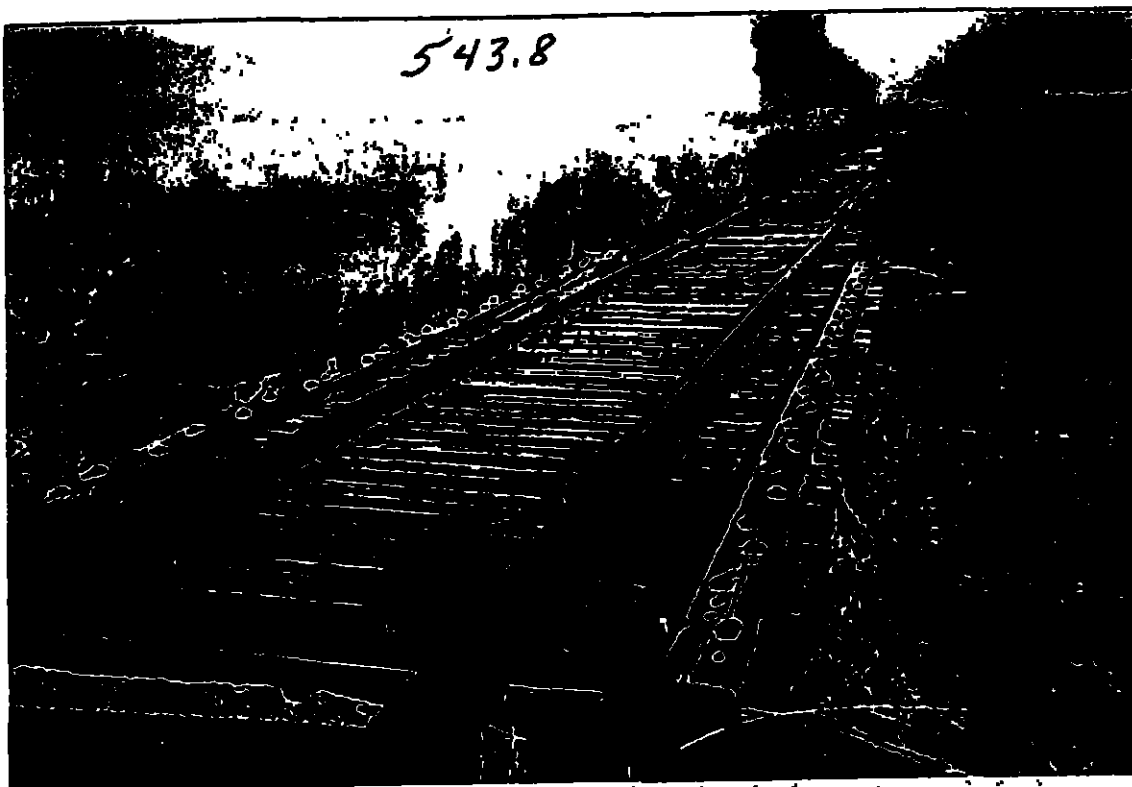


**Mile 542.7**

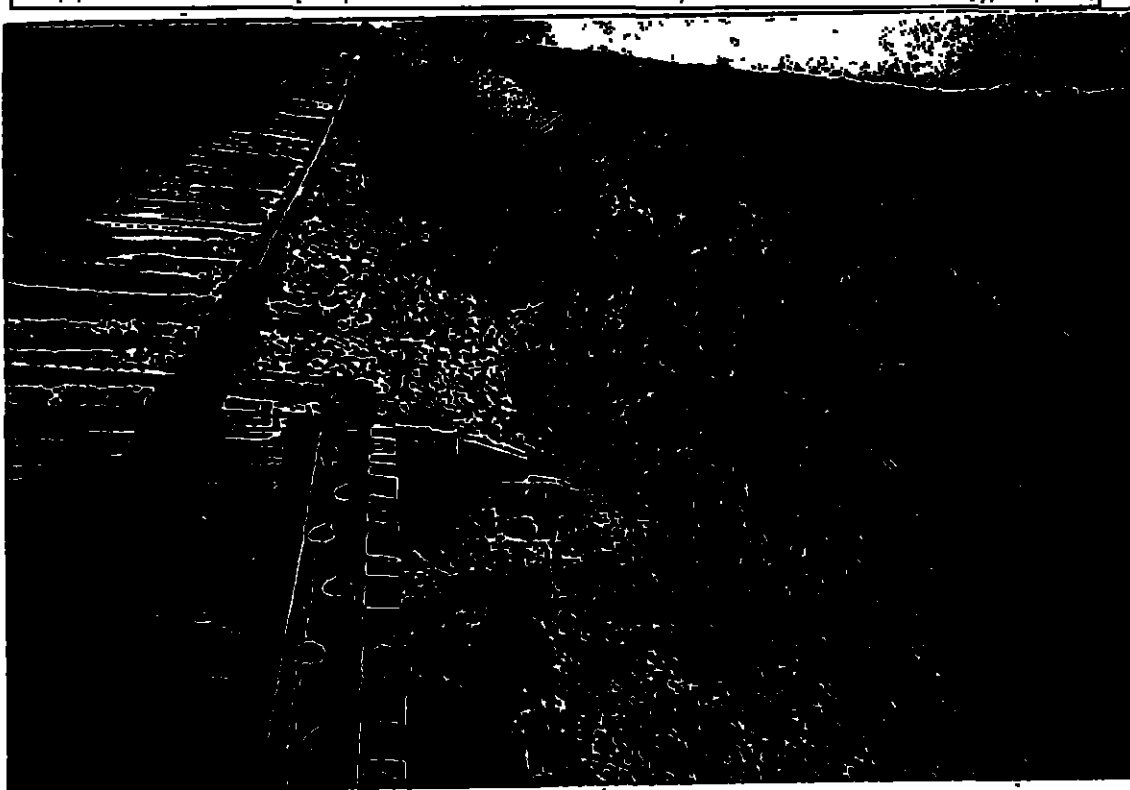


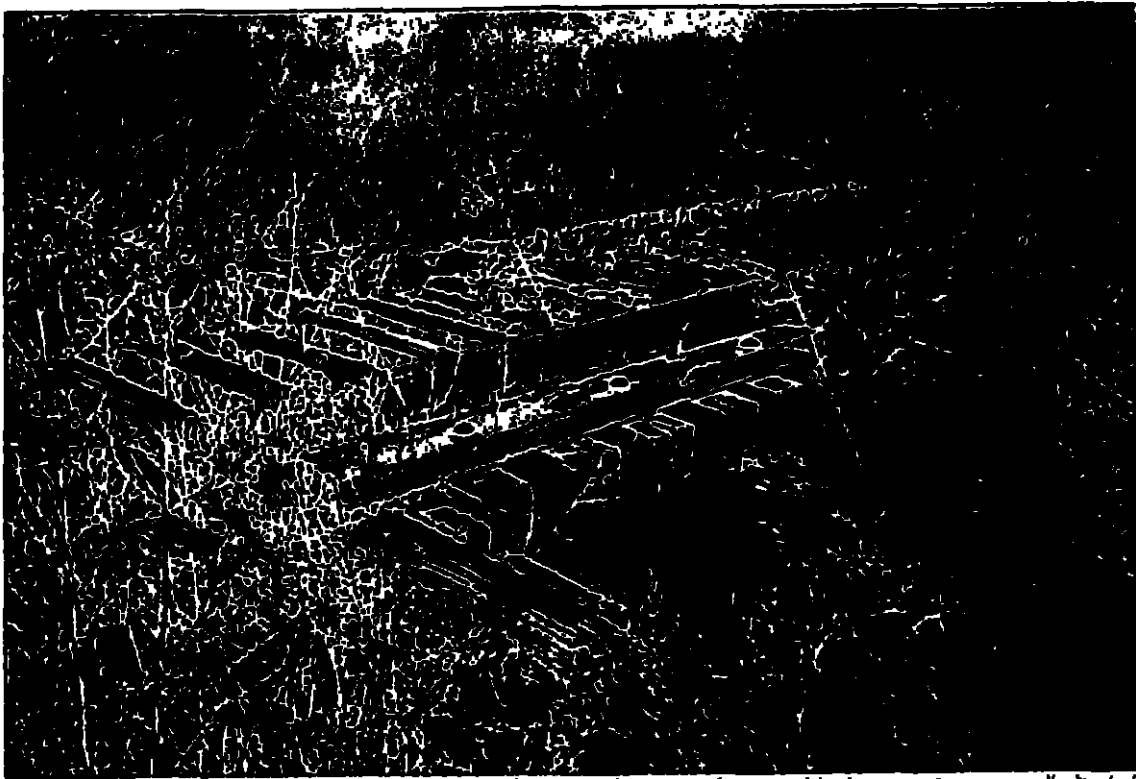


**Mile 543.2**

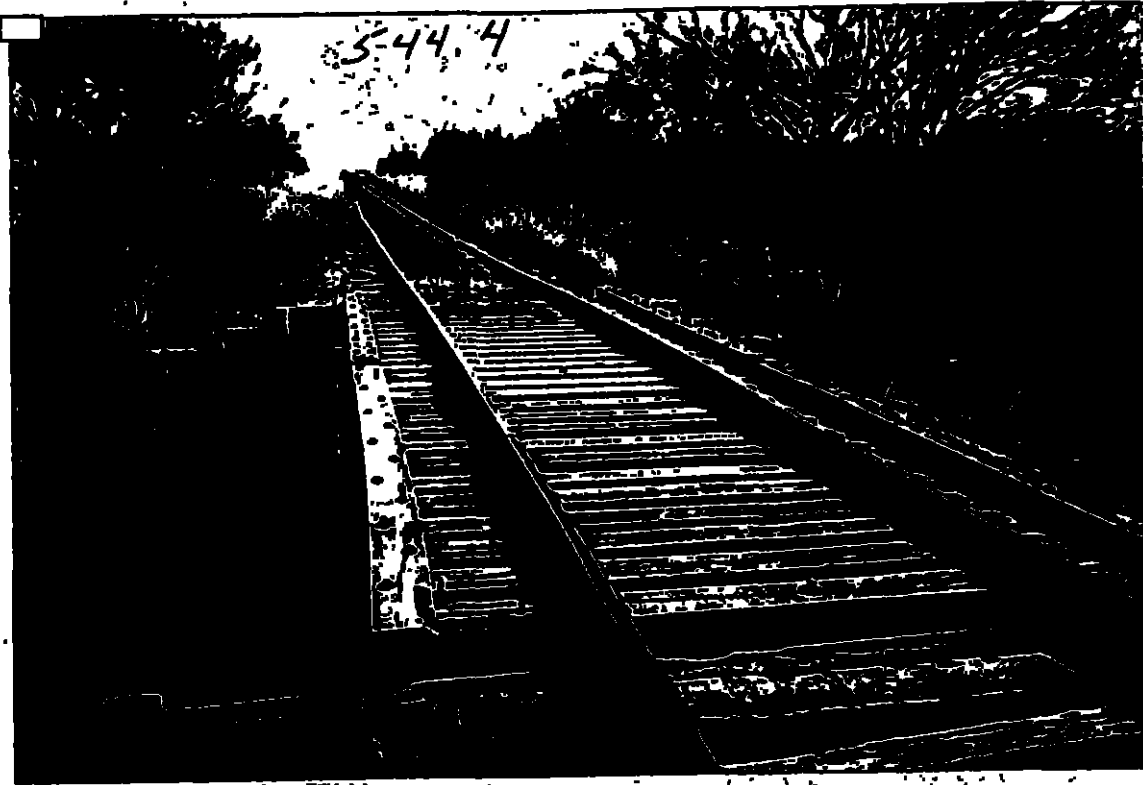


**Mile 543.8**





**Mile 544.1**

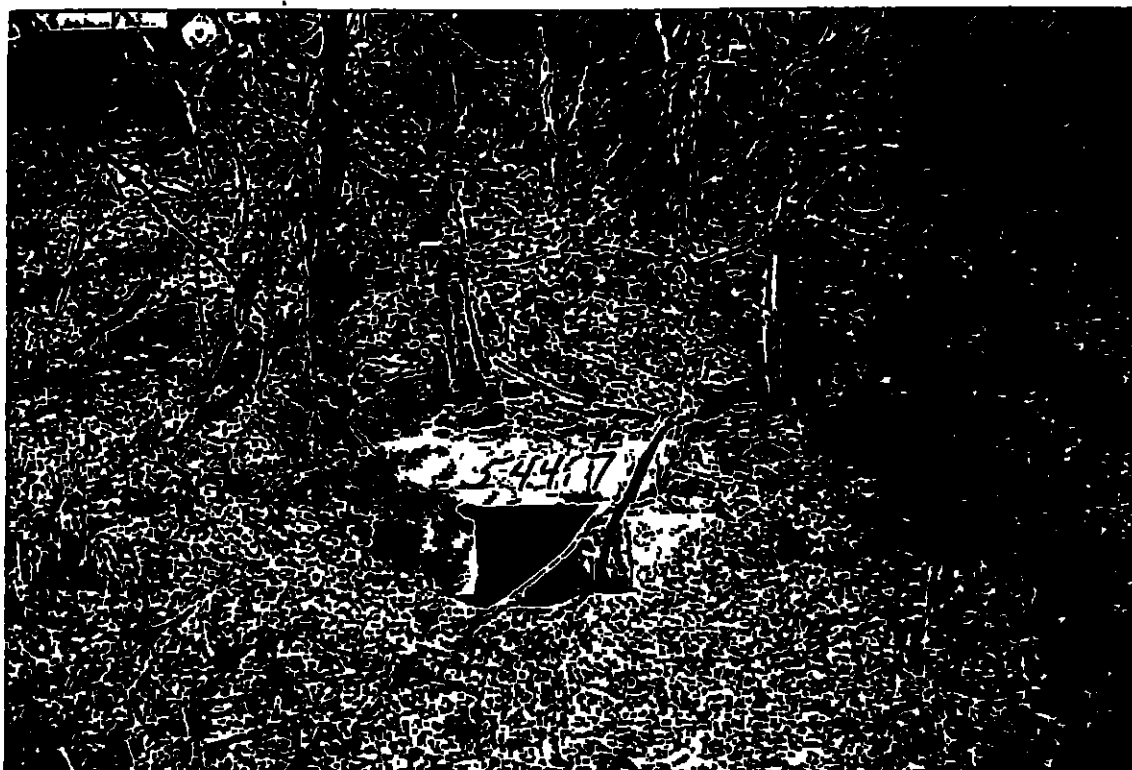


**Mile 544.4**

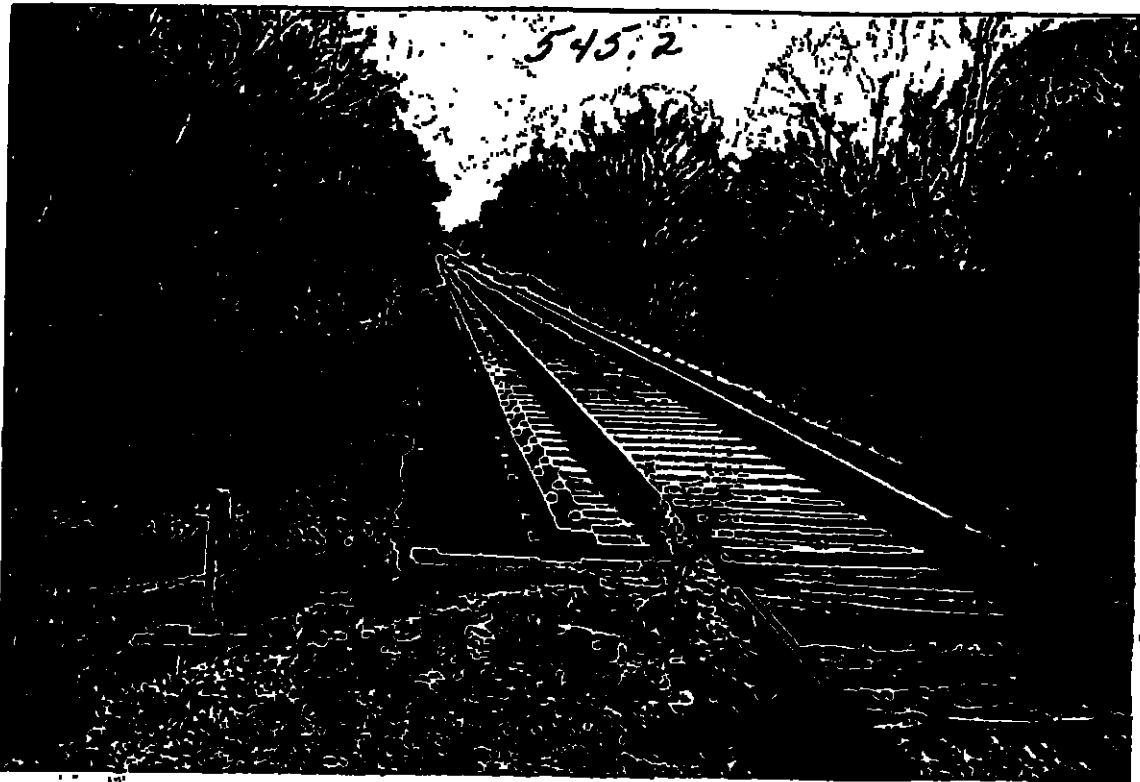




**Mile 544.5**



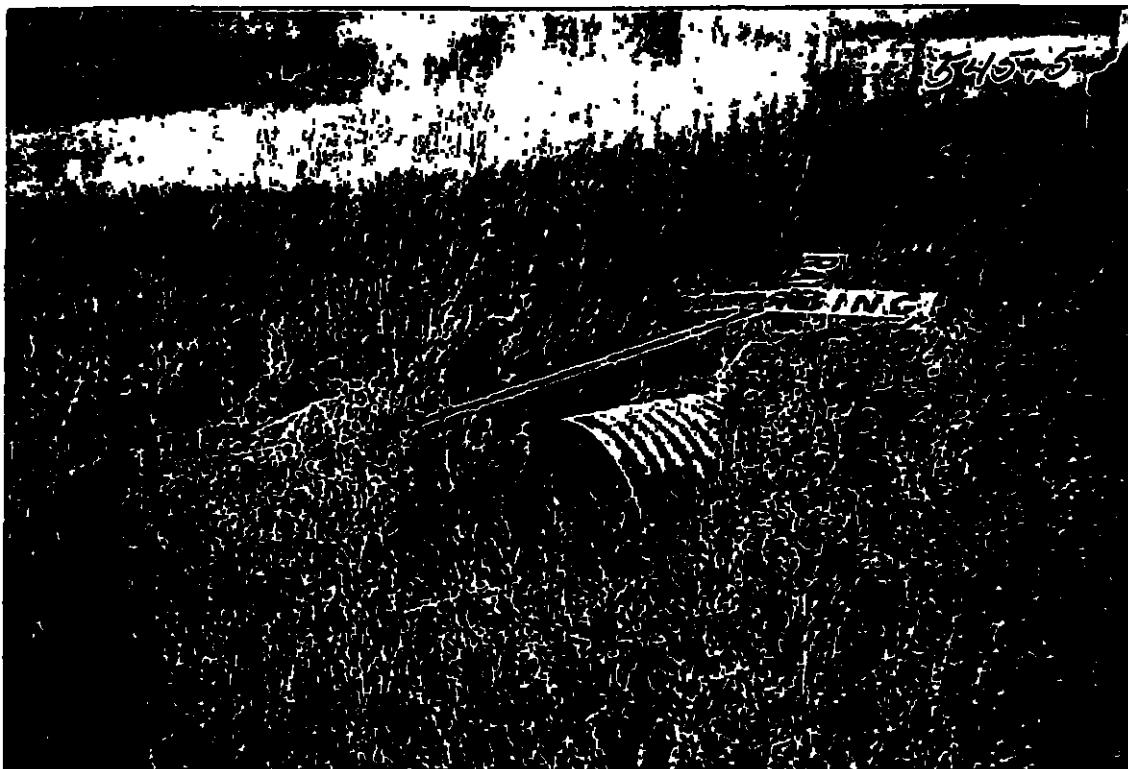
**Mile 544.7**



**Mile 545.2**



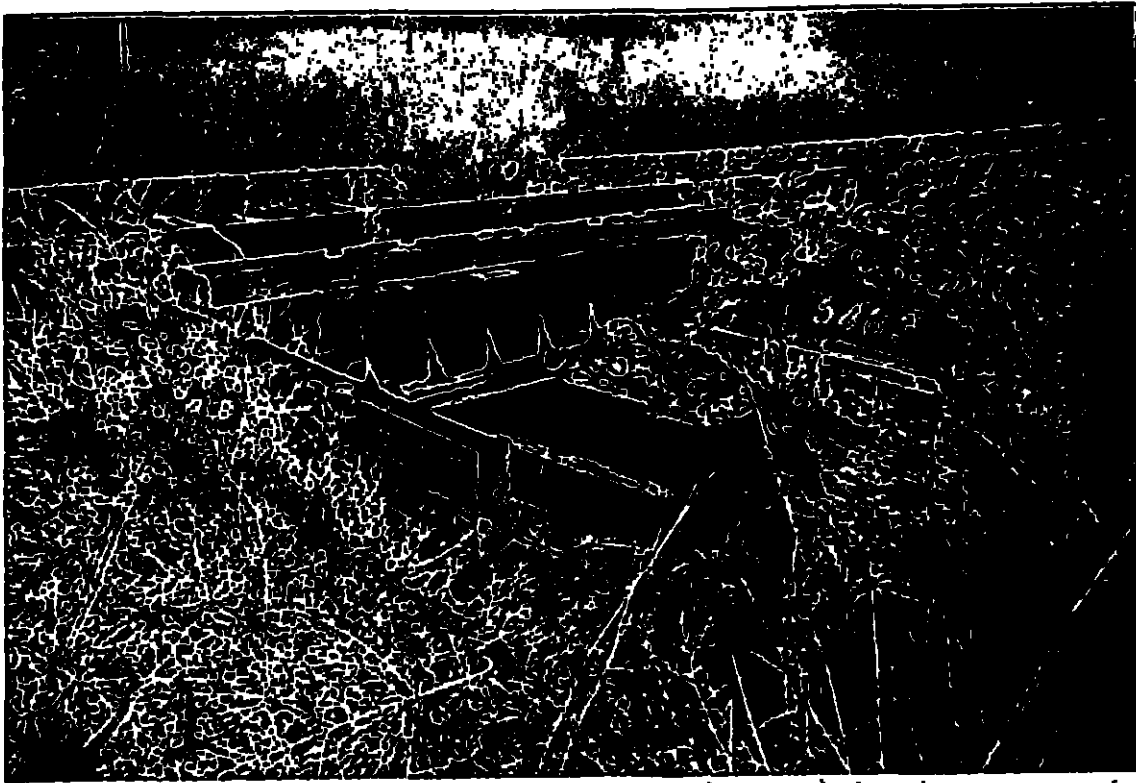




**Mile 545.5**



**Mile 545.8**



**Mile 546.3**

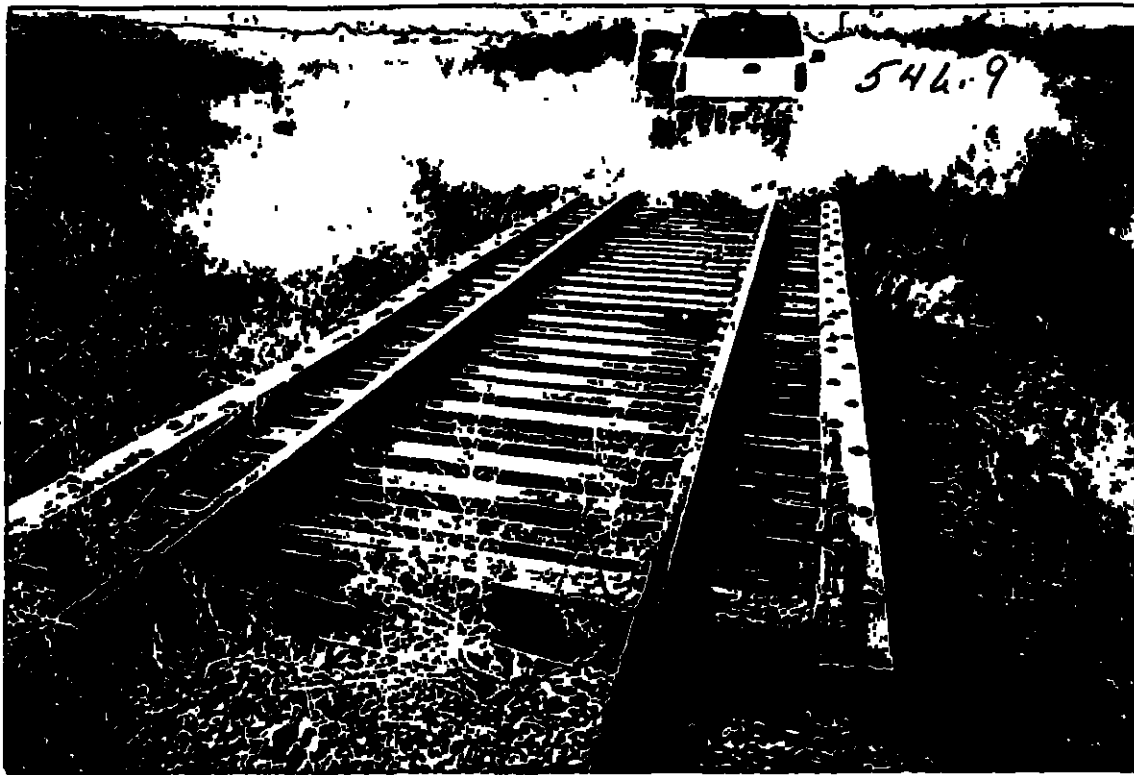


**Mile 546.6**





**Mile 546.7**



Mile 546.9





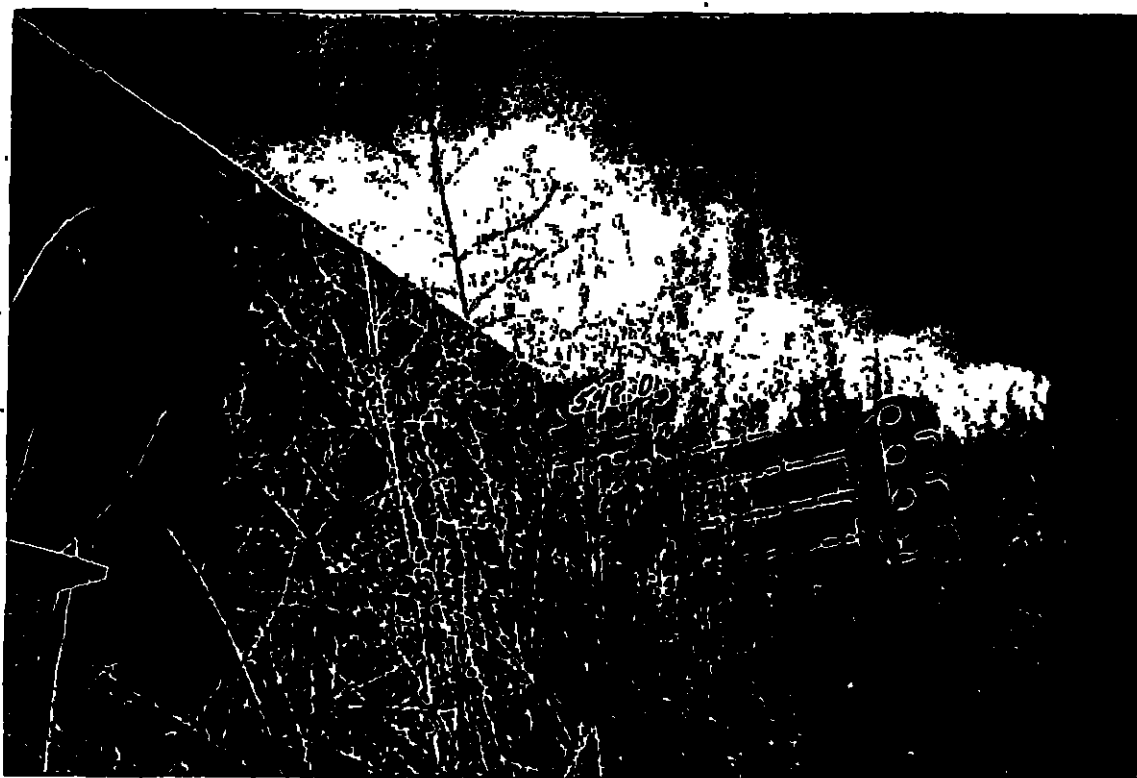
**Mile 547.5**



**Mile 547.7**







**Mile 548.0**

